Appln. No.: 09/936,638
Attorney Docket No. 10543-032

I. __Listing of Claims__:

1. (Currently Amended): A method for determining parameters for the viscosity of a brake fluid as it is affected by temperature of a vehicle brake circuit for a predetermined pressure build-up within time limits comprising the steps of:

generating a pressure build-up within time limits in at least one defined section of said brake circuit;

detecting in the at least one defined section of said brake circuit the [[a]] pressure build-up in said section;

measuring at least one of a magnitude of said pressure or a time which is required to build up said pressure; and

relating said magnitude of said pressure or said time to said viscosity.

2. (Previously Presented): A method as claimed in claim 1, further comprising that the time which is required to build-up said pressure is determined by way of switching valves of said brake circuit which initiate a pressure build-up.

3. (Previously Presented): A method as claimed in claim 1, wherein the maximum of said magnitude of said pressure is determined.

4. (Previously Presented): A method as claimed in claim 1, wherein said magnitude of said pressure is determined as a function of time.

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5. (Previously Presented): A method as claimed in claim 1, wherein said at least one of said magnitude or time of said pressure is determined after activation of a pump of said brake circuit delivering the brake fluid or after opening of a valve of said brake circuit.

6. (Previously Presented): A method for controlling the driving stability of a vehicle, wherein the input quantities which may include inputs of steering angle and vehicle reference speed which are substantially defined by a roadway driving condition are converted into the nominal value of a yaw rate quantity due to a vehicle model fixed by operands and said quantities are compared with the actual value of the yaw rate quantity of said vehicle measured by means of sensors, wherein the difference value found is sent to a control law in which a torque quantity s calculated which serves to fix pressure quantities that generate an additional yaw torque by way of wheel brakes of the vehicle to bring the measured yaw rate quantity in conformity with the calculated yaw rate quantity, comprising the steps of:

comparing the pressure quantities with pressure quantities determined in a pressure model;

determining the viscosity of brake fluid of a brake circuit of said vehicle by detecting in at least one defined section of said brake circuit a pressure in said section and measuring at least one of a magnitude of said pressure or a time which is required to build up said pressure; and

evaluating or modifying the pressure quantities determined in the pressure model as a function of the viscosity of the braking fluid.

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7. (Previously Presented): A method as claimed in claim 6, wherein the modified or evaluated pressure quantities are converted into valve actuation signals, and brake valves of the wheel brakes of said vehicle are actuated in response to the said signals.

8. (Previously Presented): The method of claim 1, wherein the step of generating a pressure build-up includes switching valves and running a pump to generate the pressure build-up.

9. (Previously Presented): The method of claim 1, wherein the step of calculating the viscosity includes comparing the measured magnitude of the pressure to stored values in a database.

10. (Previously Presented): The method of claim 1, wherein the step of measuring the magnitude of the pressure includes the step of opening a valve at the boundary of the at least one defined section of the brake circuit and measuring the pressure pulse after the opening of the valve.

11. (Previously Presented): The method of claim 1, wherein the step of generating a pressure build-up is performed for a predetermined amount of time.

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